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J. HART BRITAIN, Local Mgr.



Indications at present point to a season of remarkable activity among cyclists during the approaching fall. Wheelmen of every class are planning for a series of most interesting events during the cool weather. The racing men have three or four big meets to look forward to and there will be no end of sport in that direction.

The cycling clubs, which were compelled to modify some of their plans during the hot months just past, are now getting together and preparing schedules for runs which will include every spot within a hundred miles of Washington. Wheelmen of every class are planning for a series of most interesting events during the cool weather. The racing men have three or four big meets to look forward to and there will be no end of sport in that direction.

There are those who declare that Washington differs entirely from more Northern cities in that amateur races are the attraction here, while in the North and West professional races are deemed the drawing cards, with amateur events as minor attractions.

As the time for the Labor Day bicycle meet at the International Athletic Park approaches, the interest in fall racing is increasing. Riders seldom file an entry until the last few days before the date fixed for close of entry list, and as there is over a week left a list of them will not be published at present, though all the local riders will be seen and several outsiders.

The Washington Road Club is after the club championship with the same team which successfully landed the McDonald cup at Frederick on July 3. The other clubs have not as yet announced their representatives, though Schade will lead the Columbia Athletic Club. The Levant wheelmen will miss Throp, who recently became a "pro," but will enter Frearley and two others.

The Mount Pleasant Club have some "set men" drawn from with Wilson as the head pacer. The other clubs are discussing the matter, and will doubtless enter a team if possible. There is always a delightful uncertainty in bicycle racing and often dark horse prove winners. It is expected the clubs who imagine they have no show will take up the spirit of the race and enter in it to test their ability and further club enthusiasm.

The clubs, at their respective meetings, will call runs to the Park for that day and be there in bodies to cheer their mates to victory. From the appearance of everything at present, there is ample evidence that a successful race meet will be crowned on September 6.

There is a space between the Labor Day meet and circuit meet which should be utilized by some club, or a combined meet given. The track should be in good condition throughout, on account of preparations being made for the circuit, so that all the races, both local and foreign, would be glad of the opportunity to keep in top fettle in order to be ready to hold their own against the circuit riders, who are racing every other day and are in strong condition. With the return of our population and the clear fall weather there should be no hesitancy in putting off race meets, as there is ample time to make preparations, and our clubs have numbers of pacers. Let the clubs show the sport to the people.

National Circuit Meet.

The national circuit races to be held in this city in the latter part of the coming month are expected to be the event of the season in local cycle racing. There will undoubtedly be such a collection of racing tracks for the meet as has not been seen in Washington. It is too early to publish the names of those who will be seen in the races, but they will be the foremost riders of the country.

Zimmerman Will Ride.

An immense attraction will be added to the Washington races, who was for years the undisputed champion of the

cal range, and an excellent score was rolled up.

Century Cycle Club.

Three members of the Century Cycle Club, Messrs. Williams, Anderson, and Noordy, with Dennis O'Connor, of the Quaker Wheelmen, started last Sunday on the century run which was called for Frederick, Md. They had to make the time they started until they reached a little town in Frederick county. It started to rain before the boys had reached Shilo, but, like good century riders, they would not turn back, and made an attempt to push on. They had made the tires to the top of their caps, but they kept up a fair pace, and arrived in Frederick very much disfigured, but still in the ring. O'Connor and Anderson took the train at Frederick and Williams and Noordy reached Washington via Annapolis and the train. This run was not an official century, but was made up of those men who came to make the trip.

On next Sunday the club will run its regular monthly century, and as this is official, all members who are able will be on hand. Some eighteen or twenty men will in all probability start out, leaving 1420 New York avenue at 6 a. m. Capt. Byrnes has received communications from various members who are away on vacations and getting in all the riding that is possible. Dick and Mary Power were at Solomon's Island last Monday and wrote that they were compelled to push through sand for twenty-four miles, twelve of which they were obliged to walk. They are, however, having a fine time in Maryland, and expect to be back in time for the century Sunday.

George Wright looks up in Westmoreland county, Va., and is enjoying himself fishing and taking life easy.

At the last meeting of the club 34 hangers, the popular captain of the Air-Club, was admitted to membership. The Century Cycle Club welcomes him, as Ed. can push centuries with the best of them. J. H. Washburne was elected to membership.

Capt. Byrnes has picked out the team that will represent the C. C. C. in the coming L. A. W. century in September. With this run on hand and the coming road race in the latter part of next month it gives the boys all they can do to get in shape to make as fine a showing as is characteristic of the Century Club on all occasions. Lieut. Billy O'Connor, with Jimmy McAnally, will leave here for a trip to New York Sunday morning. They intend to take it all of the distance, both going and returning.

Capt. Ed. S. Byrnes will, on his return from Sunday's century, leave Washington for a trip to the Eastern Shore of Maryland. Byrnes makes these trips to this part of Maryland very often during the summer season, and some of the century boys have hinted that there is something more agreeable over there than pretty shade trees and fine roads. The captain has nothing to say.

Ball Bearing Cycle Club.

Some of the members enjoyed a run to Leesburg last Saturday and returned the following evening.

The club entertained a trolley party to Chevy Chase last Wednesday night, and an enjoyable time was spent.

No run is scheduled for today.

The club expects the fall season to be in the century run to Frederick next month.

Eastern A. C. Wheelmen.

The club run last Sunday was to Port Tobacco, Md., and Marshall Hall. A good number of the riders started out under command of Lieut. Gooding, and returned to Port Tobacco with the previous record, but he went down on the afternoon train with it. Among those on the run were Clarke, Wilson, Varella, Sanderson, St. George, F. Wright, De Moll, and Tuttle.

The run today will be to Marlboro, and the big triumph is expected.

It is expected that the club team to compete on the league circuit September 12 will include about twenty of the best riders.

The club excursion to River View on Thursday was a big success, both in point of numbers and in the fun enjoyed.

Le Droit Wheelmen.

T. Bruce Ames, Jr., William Doyle, Harry Ellis, Roll Boyle, Melville Merrill and Edward Glise, of the Le Droit Park Wheelmen, left the city during the week for a trip of four weeks away.

The club has a number of riders who will make an outing that will undoubtedly prove pleasant. The train was taken to Philadelphia, from which point the cyclists rode their tandem to Atlantic City. They will make a stay of several days at that place, then return to Philadelphia and ride to New York, and then to New Orleans, taking in Niagara Falls and a number of other summer resorts on the route.

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been discovered by a prominent physician. However, it is not likely that this new ailment will decrease the devotees of the wheel any more than the other fanciful scares.

"Bicycle eye" or "photophobia" is the latest disease. Of course there has been more or less comment upon the bicyclist who is seen on a crowded street, but Dr. J. Howell Payne, an eminent oculist of Boston, is the first to classify and describe the disease.

Dr. Payne says: "Bicycling has a tendency to induce fatigue of the optic nerve and the retina, and a chronic over-sensitiveness to light. It promotes congestion not only of the lining coating of the eyeball but of the external surface of the eyeball and lid of the eye, and there is also a fatigue of the muscles of the eyelid which control the focusing of the vision for objects at varying ranges, and all this is productive of reflex headaches."

A Model Trainer.

"Billy" Young is probably the greatest trainer of bicycle racers that the world has ever seen. Ever since Young appeared in a chosen profession he has been marked as a shining example of what a trainer should be. "Billy" was at one time Chicago's fastest man in the short distances and he also achieved an enviable reputation as a sprinter. But with the coming of the new generation of racers Billy said that he would be bound to take a back seat, so he wisely determined to turn his attention to training. The wisdom of his choice has been proven every day since by continuous successes.

There is no man who can get so much out of a racer. He is a prince of "jollies," and has never yet come across a rider whom he could not wheedle into a good humor. This faculty, combined with his own will, could not fail to make a success of his training.

Those who attended the first day race in this city will remember that Young trained Frank Waller, the "Flying Dutchman," who won the race, and also Frank Maddox, who took second place. Waller came here with the reputation of being a most irritable rider and almost impossible of management, yet under Young's hand he rode through the fearful strain of the long race without displaying the least ill-temper.

Maddox was not considered much of a rider in the long distances, and it was his first day race, yet he beat out such veterans as Schick, Ashinger and Lawson with ease.

Those achievements are by no means the best of Young's successes. One of the best things he has done was in developing George Rupert, the son of the millionaire brewer of New York. Rupert was not considered a fast man by any means, yet under Young's instruction he succeeded in winning the intercollegiate championships. Rupert justified his reputation of being a most irritable rider and almost impossible of management, yet under Young's hand he rode through the fearful strain of the long race without displaying the least ill-temper.

Young also trained the victor of the N. Y. A. C. team on the New York State circuit last year. Young deserves all the complimentary things which are said about him, for he is a gentleman and his genial nature and brief disquisition wins friends for him wherever he goes.

The Bicycle Vicer.

A Chicago paper has the following to say about the effect of bicycling on the voice of the fair riders. These observations may not be overdrawn as applied to the situation in Chicago, but they certainly are with regard to the city. However, there may be food for reflection in the fact that more care should be exercised in talking while riding through the streets.

"The 'low-down' women' about whom poets and novelists have raved for generations is a thing of the past. The result of the bicycle craze is more conspicuous in the fact that the woman who speaks in quiet, modulated tones has departed, perhaps forever. On the streets, in the cars—everywhere—the shrill, strident tones of the bicycle girl, heard distinctly over the rattle of the wheels and the rumble of the trucks, overpowering at times, all attempts to converse with a nervous temperament. Even though the person to whom she is speaking may be walking or sitting by her side, the bicycle girl's voice is so loud and so clear, and so opposite to the soft tones of the woman who speaks in quiet, modulated tones, that the public ear is kept fully advised of all the gossip of her set, her flirtations and her future plans. 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